

created by a dominating presence of Federal lands, whether those lands be national parks, national forests, Indian trust lands, or other Federal holdings.

While these lands are located in our States, they serve national interests and national priorities. Despite that fact, States often are obliged to serve those lands with roads funded either through the State's Federal allocation or from State tax dollars. The fact is these lands—though important—are largely unproductive in economic terms and make it difficult to support the infrastructure.

To ensure national interests are served, there must be a mechanism in place that allows States to maintain transportation infrastructure to and across Federal lands. My bill would do this.

As my colleagues are aware, the present surface transportation program authorized under the Intermodal Surface Transportation Efficiency Act provides funding for roads serving Federal lands. However the funding is confined to certain roads maintained by the Federal Government. Some examples include Indian reservations roads, public lands highways, and parkways and park highways. By no means does the current program support many of the important transportation links that serve Federal lands.

The Federal Lands Transportation Improvement Act would establish a new category of funding within the existing Federal Lands Highway Program. The program, to be known as the Cooperative Federal Lands Program, would complement existing programs for investments in Federal holdings. The bill would authorize \$200 million for this program. This amount, combined with present funding levels for existing Federal lands programs, would increase the overall Federal Lands Highway Program's effort to a level roughly proportionate to the overall program increases that have been discussed in the Transportation and Infrastructure Committee. Under this proposal, funding for the important needs in the current Federal Lands Highway Program would be maintained while making room for the previously mentioned critical need.

The criteria establishing qualification is simple. States that have at least 4.5 percent of their total land area owned or held in trust by the Federal Government would qualify for a portion of these funds. These States then would be eligible to apply to the Secretary of the Department of Transportation to receive funding for specific project needs. Once applications have been filed, projects would be funded in qualifying States in proportion to the percentage of the State which is Federal lands. The approval of the Secretary would help ensure the projects serve Federal lands, and are separate and apart from the other needs the State may have.

Serving Federal lands should be a shared responsibility. As the Federal Government holds lands in the public interest, there comes the responsibility to provide the public adequate access to, across, and from those lands. States do enjoy some benefits from public areas. However, the ability of States to generate tax revenue within those areas is limited. A modest reserve of Federal lands may provide few problems and some tax-generating opportunities. However, expansive Federal lands do not provide proportional enhancement. States then suffer from the diminishing marginal utility of additional Federal

lands. In other words, the presence of an inordinate amount of Federal lands creates more of a burden than it reaps in benefits.

Representing a State that has a significant Federal lands presence has its own unique challenges when it comes to transportation infrastructure. This bill would improve the responsiveness of the Federal Government to meet the transportation needs on Federal lands.

I have submitted a chart to be printed in the RECORD following my remarks that outlines which States would qualify under this legislation as well as the level of funding for which each State could qualify.

I thank my colleagues, Representatives YOUNG of Alaska, HILL of Montana, and CUBIN of Wyoming for joining me as original cosponsors of this bill. I hope other Members will join them in their support of this legislation.

#### COOPERATIVE FEDERAL LANDS TRANSPORTATION PROGRAM

Est. Funds Provided to Secretary of Transportation To Be Utilized On Projects in States That Have Significant Federal Land Holdings Descending Order Distribution

State	Total State land owned or held in trust by Federal Government (percent)	Total distribution (sect. 206) (percent)	Estimated distribution (sect. 101(5)(B))
Nevada .....	92.77	7.50	\$37,500,000
Arizona .....	71.94	7.50	37,500,000
Utah .....	68.55	7.50	37,500,000
Alaska .....	66.55	7.50	37,500,000
Idaho .....	63.74	7.41	37,034,743
Oregon .....	61.20	7.11	35,557,673
Wyoming .....	52.79	6.13	30,671,114
California .....	47.39	5.51	27,536,041
New Mexico .....	43.33	5.03	25,172,713
Colorado .....	37.45	4.35	21,755,042
Montana .....	33.45	3.89	19,433,113
Washington .....	32.68	3.80	18,986,531
Dist. of Columbia .....	24.24	2.82	14,085,782
Delaware .....	19.09	2.22	11,090,356
Hawaii .....	16.76	1.95	9,738,069
South Dakota .....	15.93	1.85	9,255,826
Minnesota .....	15.75	1.83	9,153,717
New Jersey .....	13.26	1.54	7,703,270
New Hampshire .....	13.22	1.54	7,680,985
Michigan .....	12.97	1.51	7,538,281
Virginia .....	11.85	1.38	6,884,715
Wisconsin .....	9.54	1.11	5,540,516
Arkansas .....	8.73	1.01	5,071,024
Maryland .....	8.39	0.97	4,873,581
Florida .....	8.06	0.94	4,682,675
North Carolina .....	7.98	0.93	4,633,560
Vermont .....	7.28	0.85	4,231,503
West Virginia .....	7.09	0.82	4,118,025
North Dakota .....	6.08	0.71	3,529,762
Tennessee .....	5.85	0.68	3,399,695
Missouri .....	4.76	0.55	2,768,253
Mississippi .....	4.55	0.53	2,644,933
Oklahoma .....	4.50	0.52	2,615,275
Georgia .....	4.50	0.52	2,612,425
Total (34) .....		100.00	500,000,000

Source: GSA "Summary Report of Real Property Owned by the United States Throughout the World As of September 30, 1994" August 1996

#### AUTHORIZING PRESIDENT TO AWARD CONGRESSIONAL GOLD MEDAL TO MOTHER TERESA

SPEECH OF

**HON. VINCE SNOWBARGER**

OF KANSAS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 20, 1997*

Mr. SNOWBARGER. Mr. Speaker, Mother Teresa is one of the great figures of our time. Her love and compassion are extended alike to rich and poor, sick and healthy, young and old. She ministers to the least fortunate who might otherwise have no home, no food, no

family, and no hope. And she witnesses to the well-off around the world who grow complacent in their wealth and would sacrifice the unborn in pursuit of material gain.

Because of all Mother Teresa stands for, and not in spite of it, I cannot support the awarding of this congressional gold medal. As I stated on a similar occasion earlier in this session, the \$30,000 authorized for this medal is more than the average annual income of my constituents. I can only guess how many times more it is than the lifetime incomes of those Mother Teresa so diligently serves.

The American people may rightly wonder how their Congress can approve such extravagance on the same day it debates the first balanced budget in three decades. These same Americans can and do pay their own tributes to Mother Teresa and other humanitarians through voluntary contributions to charities of their choice.

While the awarding of this medal springs from nothing but the best of motives on the part of my colleagues, I suggest that a more appropriate tribute would be to support her daily work. For my part, I will honor her with a contribution to her organization, Missionaries of Charity.

Mr. Speaker, no words can adequately express our admiration for and appreciation of Mother Teresa and her work. The only fitting tribute lies not in a gold medal, but rather in our own hearts and deeds.

#### HAPPY 50TH ANNIVERSARY TO JERRY AND ROSA DICKSON

**HON. JERRY F. COSTELLO**

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, May 20, 1997*

Mr. COSTELLO. Mr. Speaker, I rise today in recognition of Alfred (Jerry) and Rosa Dickson's 50th wedding anniversary on June 7.

Jerry and Rosa met at the St. Aloysius Church carnival in Chicago in 1943. Jerry served in the U.S. Navy and was stationed on the S.S. *Gabian* during World War II. His service in the Navy ended in 1946 and Jerry and Rosa were married on June 7, 1947.

Jerry is retired after 40 years of service in the food industry in Chicago and Rosa is a homemaker. The couple raised 7 children and have 13 grandchildren. I join with their family today in wishing them a wonderful celebration and many more happy and productive years together.

#### WEST GLENS FALLS, NY FIRE CO. NO. 1 CELEBRATES 50TH ANNIVERSARY

**HON. GERALD B.H. SOLOMON**

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, May 21, 1997*

Mr. SOLOMON. Mr. Speaker, I have always been partial to the charm and character of small towns and small town people. That's why I travel home to my congressional district every weekend, to see the picturesque towns and scenery that marks the 22d district of New York. And my hometown of Queensbury and